

Undeveloped Regions Of Earth Are Brought Nearer to Civilization

Richard Spillane Views Trans-Atlantic Flight Through Commercial Eyes—Sure Airship Will Be Regular Vehicle for Passengers Across Ocean.

Staff Writer on Economic, Business and Financial Topics.

Wonder crowds on wonder in this age, the most vivid, tragic and adventurous of all time. Now a new marvel unfolds in the conquest of the sea by ship of the air, synchronizing with steam on the same sea by steam exactly 100 years ago when the Savannah made the epoch making journey.

Today the airship's flight thrills. A little later it will not. An oft-told story does not carry its first charm. Within a year or two to fly the Atlantic will not be the globe appalling act it is today.

Soon, very soon, the interest will be commercial, almost wholly. Will the airship be the great business

a really great part is in fields where now it is not considered commercially—Asia, Africa, South America—Australia. There are journeys in three to four weeks from New York to Rio, San Paulo and Buenos Aires, Montevideo. By airplane it would only a few days and there is no such expanse of sea to cross as in spanning the Atlantic, nor the entrance to the Gulf of Mexico and the Caribbean Sea is dotted with islands.

In the vast stretches of South America, Africa, Asia the airship have a clear field and infinitely greater scope than in crowded places like France, Great Britain, Germany and the United States.

It is the development of overseas potentialities it will do much. The greater will be its part in drawing

in transportation? What may we expect in reason and how soon? Will America lead in this field or is she destined to be outstripped by one of the Europeans?

These are the questions likely to be asked. It is difficult to plot a course for or speak with assurance of an industry that is new.

those best informed regarding the airline consider its field much narrower than is imagined generally. Two, it is evident that while large development there is in the field will be due mostly to American enterprise. This is odd in view of the fact that the British, French and Germans have strained to the utmost for the last four years in airline production.

Immediately with the close of the war there practically was an abandonment of airline development in Europe. In England Lord Weir advised all firms having any connection with airplane making to get out of it as quietly as possible. His advice was followed, despite the fact that many manufacturers thought aviation had large commercial possibilities. They could not afford to wait, however, they turned their plants to

munition with New York, London, St. Louis, San Francisco and Paris. New York and London are today the largest airline centers in the world. What this means in the field of trade and the development of industries now under the microscope, the progress of mankind is something to fire the imagination.

Preparedness Their Motto.

St. Louis, May 26.—Paul Schmidt's restaurant was robbed, leaving Paul without a nickel to telephone the police.

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The same general statement applies to France and Italy. As to Germany, she is out of consideration.

Passenger Airships Sure to Come.

It is certain the airship will become a regular vehicle for passengers and high-class freight across the Atlantic. This may be within a year or two, but the passenger traffic will be limited by reason of the high rates for kerosene. The rates are likely to have many tragedies to mark the way, just as there were in the early days of the railroad and the automobile, with the kerosene lamp.

Anyone who has dreams of flying to and from business in the city and his home in the suburbs or, say, twenty-five or thirty miles out, traveling in the air as he does now, in

use of the airship for a short journey is too costly. Its real is distance.

Flying will become just as safe as railroad travel some time. Today it is not so hazardous as supposed. As indicated by insurance rates and statistics as to flights it is safe enough. Assuredly it is fast enough, but the time it saves on anything but long journeys is offset by the many and long delays at the starting and landing points.

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